RAILROADS.

7:50 A. M. dally PITTSBURGH EXPRESS AND CHICAGO SPECIAL .- Parlor and Dining Cars on Chicago Special Harrisburg to Pittsburgh, Connects for Chicago, Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Broiler Parlor Car

to Harrisburg. 10:50 A. M. daily. MAIN LINE EXPRESS .- Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburgh,

12:01 P. M. daily. THE PENNSYLVANIA IJM-ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlot Car to Harrisburg.

12:01 P. M. daily. ST. LOUIS LIMITED.-Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Har-

3:40 P. M. daily. PENNSYLVANIA SPECIAL (18 HOURS TO CHICAGO).-Pullman Sleeping. risburg for Chicago. Sleeping Car to Harrisburg. 3:40 P. M. daily. CHICAGO AND ST. LOUIS EXPRESS. Sleeping Cars Washington to St. Louis, Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Sleeping Car to Harrisburg.

CHICAGO LIMITED.-Sleeping Car Washington to Chicago. Cafe Car Baltimore to Harrisburg. Sleeping, Smoking, Dining and Observation Cars from Harrisburg. For Chicago and Cleveland.

7:15 P. M. dally, ST. LOUIS EXPRESS.-Pullman Sleeping Car Harrisburg to St. Louis and Cincin-7:45 P. M. daily. WESTERN EXPRESS .- Pullman

7:45 P. M. daily. CLEVELAND AND CINCINNATI

EXPRESS.-Pullman Sleeping Cars Washington to clanati. Dining Car. 10:40 P. M. daily. PACIFIC EXPRESS .- Pullman Sleeping Car to Pittsburgh. Connects for Toledo.

7:50 A. M. daily. BUFFALO DAY EXPRESS, with through Buffet Parlor Car and Coaches to Buffalo, via Emporium Junction. 7:50 A. M. for Erle daily, Canandaigua, Rochester and Niagara Falls daily, except Sunday.

10:50 A. M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:40 P. M. 7:15 P. M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction. 7:45. P. M. daily for Erle, Rochester, Buffalo and

Niagara Falls, with Sleeping Car Washington to 10:40 P. M. daily for Erie, Canandaigua, Rochester,

Buffalo and Niagara Falls. FOR PHILADELPHIA, NEW YORK AND THE EAST. 4:00 P. M. "CONGRESSIONAL LIMITED,"

Express, 6:55, 8:50, *10:00 (New York only) and *11:00 A. M., *12:35, 3:15, *4:45, 6:50, 10:00 P. M., 12:30 night. On Sundays, *8:50, *11:00 A.

M., 12:01, *3:15, *4:45, 6:50 and 10:00 P. M. 12:30 night. For Philadelphia only, Express, 7:40, 10:00 A. M .. 12:01 P.M. week days, 2:00, 4:00, *5:35 and 5:40

P. M. daily: 6:55 A. M. Sundays. For Boston, without change, 7:40 A. M. week days and 5:35 P. M. dally.

FOR ATLANTIC CITY. Through Pullman Buffet Parlor Car, 12:35 P. M.

week days.

For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50 10:00, 10:50, 11:00 A. M., 12:01, 12:35, 1:15, 2:00, 3:15, 3:40, 4:00 (4:00 Limited), 4:20, 4:45, 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P. M., and 12:30 night week days. On Sundays, 6:55, 7:50, 8:50, 9:05, 10:50, 11:00 A. M., 12:01, 1:15, 2:00, 3:15, 3:40, 4:00 (4:00 Limited), 4:20 4:45, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40 P. M., and 12:30 night.

For Annapolis, 7:40 A. M., 12:35, 3:40 and 5:40 P. M. week days. Sundays, 8:50 A. M., 5:40 and 10:40 P. M. For Pope's Creek Line, 7:50 A. M. and 4:48 P. M.

week days; 9:05 A. M. Sundays. Ticket offices, corner Fifteenth and G Streets, and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences.

Telephone call "Main 3736" for Pennsylvania Railroad Cab Service. *Dining Car.

W. W. ATTERBURY. J. R. WOOD, General Manager. Pass'r Traffic Manager. GEO. W. BOYD. General Passenger Agent

Baltimore and Ohio R. R.

BAILIMOPE ANG UNIO K. K.

LEAVE STATION, New Jersey are, and C at.

ROYAL BLUE LINE

TRAINS "EVERY OTHER HOUR
ON THE ODD HOUR" TO
PHILADELPHIA AND NEW YORK.

*7.00 a.m. Diner, Pullman Parlor
19.00 a.m. Diner and Pullman Parlor Car.
11.00 a.m. Diner and Pullman Parlor Car.
11.00 p.m. Diner and Pullman Parlor Car.
21.00 p.m. Diner and Pullman Parlor
21.00 p.m. Coaches to Philadelphia.
25.00 p.m. Coaches to Philadelphia.
25.00 p.m. Coaches to Philadelphia.
26.00 p.m. Coaches to Philadelphia.
27.00 p.m. Sleepers.

*11.30 p.m. Sleepers.
*2.57 a.m. Sleepers.
Atlantic City, †7.00, †9.00, †11.00 a.m., †1.00,

Atlantic City, \$7.00, \$9.00, \$11.00 a.m., \$1.00, \$3.00 p.m. EVERY HOUR ON THE HOUR TO BALTIMORE WITH PULLMAN SERVICE. Week days: 2.57, 5.00, 6.30, 7.00, 7.20, 8.00, 8.30, 9.00, 9.30, 10.00, 11.00 a.m., 12.00 noon, 12.05, 1.00, 2.00, 3.00, 4.00, 4.45, 5.00, 5.05, 5.30, 6.00, 6.30, 7.00, 8.00, 11.30, 11.35 p.m. Sundays: 2.57, 7.00, 7.20, 8.30, 9.00, 10.00, 11.00 a.m., 1.00, 1.15, 3.00, 3.30, 5.00, 5.30, 6.30, 8.00, 10.00, 11.35 p.m. WENTWARD. CHICAGO & NORTH WEST, *11.00 a.m., *5.80 p.m. CINCINNATI, ST. LOUIS and LOUISVILLE, *10.05 a.m., *4.05 p.m., *12.45 night. PITTSBURG, *11.00 a.m., *9.15 p.m., and *12.40 night.

night.
CLEVELAND, *9.13 p.m.
COLUMBUS, *5.30 p.m.
WHEELING, *10.05 a.m., *5.30 p.m.
WINCHESTER, †3.35 a.m., †4.05, †5.00 p.m.
ANNAPOLIS, week days, 8.00 a.m., 12.05 noon,
4.00, 6.00 p.m. Sundays, 8.30 a.m., 5.30 and 10.00

LURAY and ELKTON, *4.05 p.m., through parlor LURAY and ELKTON, *4.05 p.m., through parlot car.

FIREDERICK, †8.35, ‡9.15, ‡10.05, †11.00 a.m.,
‡1.15, †4.05, †5.30 p.m.

HAGERSTOWN, †10.05 a.m. and †5.00 p.m.

BOYD and way points, †8.35, ‡9.15 a.m., £1.15,
†5.00, †5.35, ‡10.10, †11.30 p.m.

GAITHERISBURG and way points, †8.35, ‡9.15 a.m., †12.50, ‡1.15, †5.30, *5.05, †5.35, †6.50, ‡7.35,
‡10.15, †11.30 p.m.

WASHINGTON JUNCTION and way points, †8.38,
49.15 a.m., ‡1.15, †5.00, †5.30 p.m.

*Dailly †Except Sunday, †\$unday only.

Baggage called for and checked from hotels and
residences by Union Transfer Co. on orders left
at ticket offices, 619 Pennsylvania ave. n.w., New
York ave. and 15th st., and at station.

S. B. HEGE. District Passenger Agent.

ATLANTIC COAST [INE.

80 s.m. daily—Sleeping Cars New York to knonville, Fla. 4:80 s.m. dally—Sleeping Cars New York to Port Sacksonville, Fig. 3:45 p.m. dally—Sleeping Cars New York to Port Tampa, Fig., via Jacksonville; New York to Assess of Sacksonville; New York to Assess of Sacksonville; New York to Assess of Sacksonville; New York to Assess of Sackson Sack

Pages 17-20. The Evening Star.

=Merit TAdvertising.

There is much in merit, but of two stores of equal merit the one that does the best advertising will do the most business.

WASHINGTON, D. C., FRIDAY, SEPTEMBER 22, 1905-TWENTY PAGES.

RAILROADS.

Chesapeake Beach Ry. Co.

SUNDAY-Same as Saturday, with exception of 6:35 train, which leaves the Beach at 7 a.m., and 5:35 train, which leaves the District Line

PAUL Y. WATERS, Gen. Mgr.

Trains leave from Pennsylvania Station.

7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Dunville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia, Savannah and Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail. First-class coaches and sleeper to New Orleans. Dining car service.

4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.

4:55 p.m. daily. Local for Warranton. stations on Manassas branch, m. daily. Local for Warrenton and Char-

and way stations on Mannasas branch.

4:35 p.m. daily. Local for Warrenton and Charlottesville.

7:30 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga.; Sunset tourist sleeper Washington to San Francisco Mondays and Fridays.

9:50 p.m. Daily. New York and Florida Express. Through coaches and sleepers to Columbia, Savannah and Jacksonville. Sleeper to Augusta and Port Tampa. Dining car service a la carte.

10:00 p.m. Daily. New York and Memphis Limited (via. Lynchburg). First-class coach and sleeper to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to Birmingham and New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train; observation car to Atlanta and Macon; club car to Atlanta; sleepers to Nashville, Atlanta, Macon, Birmingham, Memphis and New Orleans. Dining car service.

TRAINS ON BLUEMONT BRANCH.

Leave Washington 8:10 a.m., 1:30, 4:15, 4:45, 5:05 p.m. week days, for Bluemont; 6:28 p.m. week days for Leesburg only. On Sunday leave Washington 9:01, 9:10 a.m., 6:28 p.m., for Bluemont.

mont.

Through trains from the south arrive Washington 6:42, 6:52, 9:40, 9:50 a.m., 3:00, 9:30 and 9:50 p.m. daily. Local trains from Harrisonburg 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville, 8:25 a.m.; from Lyachburg, 9:20 p.m.

daily.

Tickets, riceping car reservations and detailed information can be had at ticket offices, 705 15th st., 511 Pa. ave. and Pennsylvania Station. Baggage checked through from hotels and residences.

Phone Main 3730 P. R. R. Cab Service.

H. B. SPENCER, Gen. Man.

August 6, S. H. HARDWICK, Pass. Traf. Mgr.

1905. W. H. TAYLOE, Gen. Pass. Agent.

L. S. BROWN, Gen. Agent.

Chesapeake & Ohio Ry. Chesapeake & Ohio Ry.

Shedule effective September 4, 1905.
(Trains leave Pennsylvania Station.)

2:30 p.m. Daily—CHICAGO AND ST. LOUIS SPECIAL. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Reaches Cincinnati. 8:00 a.m., Louisville 11:00 a.m., St. Louis, 6:30 p.m., Chicago 5:30 p.m. Pullman service to Louisville, Cincinnati, Indianapolis, Chicago and and St. Louis. Parlor Car Washington to Virginia Hot Springs week days. Dining car from Washington: meals a la carte.

11:10 p.m. Daily—F. F. V. LIMITED. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Pullman sleepers to Cincinnati, Lexington and Louisville without change. Compartment sleeper to Virginia Hot Springs dally except Sunday. Sleepers Cincinnati to Chicago and St. Louis. Dining car serving meals a la carte.

carre.

Reservation and tickets at Chesapeake and Ohio office, 513 Fennsylvania avenue; 609 Fourteenth street Lear F, and at the station. Telephone call 1640 for Pennsylvania R. R. Cab Service.

Telephone Main 1006, General Passenger Agent. New York only, daily, all Patlor Cars, Dining Seaboard Air Line Railway. TICKET OFFICE, 1421 PENNA. AVE.

For Petersburg, Raleigh, Wilmington, Columbia,
Savannah, Jacksonville, Tampa, Atlanta, Birmingham, Mobile, Pensacola and New Orleans,
10.50 A.M. DAILY-Seaboard Mail-Through
Pullman Sleeper to Jacksonville, Fla., connecting
at Hamlet with Pullman Sleeper to Atlanta.
6.25 P.M. DAILY-Seaboard Express-Solid train
to Jacksonville and Tampa, with through Pullman
Sleepers. Also sleeper to Birmingham on this train.

OCEAN TRAVEL.

Hamburg-American Line. Plymouth—Cherbourg—Hamburg.
The Lew glant S. S. A M. E R I K A Sails oct. 26. 700 feet, 23,500 tons reg., 42,000 tons displ. Ocean passage about 7 days. SPECIAL FEATURES.

Restaurant a la carte, elevator, gymnasium, elec-tric baths and other novel features in addition to the usual accommodations of transatlantic liners. the usual accommodations of transatiantic liners.

[Waldersee...Sept. 30 | Deutschland...Oct. 19

†*Bluecher...Oct. 5 | Amerika....Oct. 26

†*Moltke....Oct. 12 | Patricla...Oct. 28

[Pennsylvania...Oct. 14 †*Bluecher...Nov. 2

†Grill Room. *Gymnasium on board. *[Calling at Dover for London and Paris.]

New York-Naples-Genoa.

AMERICAN LINE. PLYMOUTH—CHERBOURG—SOUTHAMPTON, PHILADELPHIA—QUEENSTOWN—LIVERPOOL. ATLANTIC TRANSPORT LINE, EW YORK-LONDON DIRECT. RED STAR LINE.

ANTWERP-DOVER-LONDON-PARIS. WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
BOSTON—QUEENSTOWN—LIVERPOOL. THE MEDITERRANEAN AZORES

THE STED TEXT AZORES

FROM NEW YORK:
CRETIC......Sept. 26, noon; Nov. 4, Dec. 7
REPUBLIC.Oct. 19, noon; Nov. 30, Jun. 26, Mar. 9
CELTIC (20,004 tons).....Jun. 6, Feb. 17
FROM BOSTON:
CANOPIC....Oct. 7, Nov. 18, Jan. 13, Feb. 24
ROMANIC....Oct. 28, Dec. 2, Feb. 3
WASHINGTON OFFICE, 1306 F ST. N.W.
DAVID LINDSAY, Passenger Agent.
fe4-312,eSu,25

NORTH GERMAN LLOYD

Fast Express Service. PLYMOUTH—CHERBOURG—BREMEN.
K'prinz Sept. 26, 1:30 pm Kaiser....Oct. 31, 10 am
Kaiser....Oct. 3, 10 am K.Wm. II..Nov. 7, noon
K.Wm. II..Oct. 10, 1 pm Kropprinz Nov. 21, 11 am
Kronprinz. Oct. 24, noon Kaiser...Nov. 28, 10 am
Twin-Screw Passenger Service.
PLYMOUTH—CHERBOURG—BREMEN

PLYMOUTH-CHERBOURG-BREMEN.
Friedrich. Sept. 28, 10 am 'Rhein... Oct. 26, 10 am Kurfuerst. Oct. 5, 10 am Friedrich. Nov. 2, 10 am 'Main... Oct. 12, 10 am 'Main... Nov. 14, 10 am Bremen... Oct. 17, noon Bremen. Nov. 23, 10 am 'Saila for Bremen direct. Mediterranean Service.

MICHIEFFAREAN DEFVICE.
GIBRALTAR—NAPLES—GENOA.
Albert...Oct. 7, 11 am Albert...Nov. 11, 11 am
Luise...Oct. 14, 11 am Luise...Nov. 18, 11 am
Irene...Oct. 28, 11 am Irene...Dec. 2, 11 am
*Neckar...Nov. 4, 11 am Irene...Dec. 2, 11 am

"Gibraltar and Naples."
OELRICHS & CO., NO. 5 BROADWAY, N. Y.
E. F. DROOP & SONS CO., 925 PENNA. AVE.
mh22-312t,eSu,28

FRENCH LINE.

COMPAGNIE GENERALE TRANSATIANTIQUE.

Direct Line to Havre-Paris (France).

Salling every Thursday at 10 a.m.

From Pier No. 42. North River, foot Morton st. N.Y.

*La Savole... Sept. 28 *La Savole... Oct. 19

La Gascogne... Sept. 30 *La Touraine... Oct. 29

*La Lorraine.... Oct. 5 *La Lorraine... Nov. 2

La Bretagne.... Oct. 12

*Twin-screw steamers.

General Agency, 32 Brondway, New York.

GEORGE W. MOSS,

1411 G ST. N.W.

mhl-312t.eSu.14

mh1-312t.eSu.14

STRIKES IN 33 CITIES. Printers Have Won in 56 and 216

Have Eight-Hour Rule. An Indianapolis dispatch says: At the headquarters of the International Typographical Union Wednesday night the fol-

lowing statement was issued: "Strikes for the eight-hour day are on in thirty-three cities and in most of these many of the employing printers have 'signed up.' In 216 cities we have the eight-hour day now, or to become effective on January 1. In fifty-six of these cities where strikes have been declared or threatened all the offices where union men had been employed have signed the new contract."

Charge of Aiding Venezuelan Revolution.

MONEY FOR GUNBOAT

SOUTH AMERICAN REPUBLIC WANTS DAMAGES.

Want to Recover for Recent Outbreak-Counsel's Strange

Checks.

A dispatch from New York says: In support of the claim that the New York and Bermudez Asphalt Company aided General Manuel A. Matos in the last important revolution in Venezuela, testimony was added before Commissioner Alexander in the federal building yesterday showing the payment of large sums of money by the company to its counsel, Nicoll, Anable & Lindsay. Venezuela is suing the asphalt company to recover damages from the company for having abetted the revolutionsts, and contends that the money was his agents. One sum of more than \$100,000 is alleged to have been used for the purchase of the steamer Ban Righ, which was converted into a gunboat to prey upon Venezuelan commerce. The lawyers have thus far refused to make public their side of the case, except as it has been developed

by the testimony.
Under commissions issued by the Venezuelan courts, witnesses are being exam-ined in this country. Several of those favoring the contentions of the republic, principally former employes of the New York and Bermudez Company, who are now in the employ of its rival, the A. L. Barber Asphalt Company, appeared before the commissioner yesterday. Frank J. Dupignac and Rufus B. Couring, jr., represented the South American republic, and John D. Lindsay and John Bassett Moore were present in the interests of the company. ent in the interests of the company.

Lorenz A. Kuhn testified that he was an engineer on the company's steamer plying between Guanoco and Port of Spain, Trinidad. He testified that under the instruc-tions of Major Malcolm A. Rafferty, the company's general manager in Trinidad, and of E. D. Jeffs, superintendent at Guanoco, he had given material aid to the Mateo revolution. He had carried on the steamer General Horatio Ducharne and other revo-lutionary officers to Trinidad to prevent their capture by government troops; he had repaired rifles, revolvers and machetes for the revolutionists in the company's machine shops; he had taken money from Venezuela to the agents of the revolution in Trinidad, and had conveyed messages from Mr. Jeffs to General Ducharne, giving information about the movements of gov

ernment troops. Hard to Tell a Revolutionist.

He declared that Maj. Rafferty had asked him to take charge of the engines of the Ban Righ, promising to reinstate him in the company's employ later. The major seemed very anxious to have him join the revolutionary forces, and was angry when he declined. Kuhn produced three photographs taken at Guanoco, one, he said showing revolutionary troops receiving pay from the company's cashier, another with a group resting outside of the main build-ing, where Gen. Ducharne was being enterained, and a third giving some men on the company's railroad car awaiting their

Kuhn admitted when cross-examined by Mr. Lindsay that it was difficult to tell a revolutionist from a government soldier, though most of the men fighting on Castro's side had caps with bands on them, while most of Mato's men did not have these distinguishing features. He had been in Guanoco when Gen. Bravo of the govern-ment forces was collecting the store tax, but he was quite certain he had not photographed Bravo's men outside.

When the asphalt lake was seized in July, 1904, Kuhn was sent to Guanoco to deliver etters to Frederick Bartlett and others. At first he was not permitted to make fast to the company's wharf. When he obtained this permission he went ashore and was immediately taken before the military commander, who instructed him to surrender his correspondence. Mr. Carner, with whom he had long been friends, also told him to give the letters to the captain, but he re-fused. He had four drinks of whisky and soda with Mr. Carner and then went to his boat for the night, retaining the letters. The next morning Mr. Carner and a com-pany of soldiers brought Mr. Bartlett aboard and compelled him to open the letters in their presence, a judge of a court of first instance representing the civil pow er. Kuhn managed to retain one letter which he slipped to Mr. Bartlett.

Leaves Receiver's Employ.

Although Venezuela was then at peace, Kuhn's effects had been ransacked during his absence, and he complained that a camera had been stolen, and called the attention of all present to the fact that an officer of the government was actually wearing his socks. The workmen, who were mainly British subjects, told Kuhn that the Venezuelan soldiers had robbed them, struck them with machetes and compelled them to work for the receiver.
Several of these men begged to be taken to Trinidad. Edward Bryant, a carpenter, informed Kuhn that he had been taken aboard the gunboat Bolivar, subjected to tortures for having objected to the theft of lumber and then compelled to sign a false affidavit.

Kuhn declined an offer to remain in the employ of the receiver. He returned to the United States and was subsequently discharged by the Bermudez company and engaged by the A. L. Barber Asphalt Com-

In reply to Mr. Dupignac's questions, Kuhn said Colonel Michelena of the revolutionary forces had complained to him because, having tried to stop the company's steamer, the Viking, down the river, and having fired a revolver and shouted to attract attention, the steamer proceeded faster than ever and sent a volley of shots after him. Michelena was the ley of shots after him. Michelena was the revolutionary collector of the port of Cano Colorado; the Viking flew the American flag. Carlos Dominguez Olivarria, purser on the Viking, was a relative of Matos and handled regularly reports for the revolutionists. The conduct of the soldiers on both sides was about the same. Thomas H. Thomas, who was president of the New York and Bermudez Company in 1961, told Mr. Dupignac that in November of that year he, as president, had directed a payment of \$101,366.67 to Nicoll, Anable & Lindsay.

Q. For what purpose. A. I don't know. Q. Was there a written order? A. Yes. have it in my possession

have it in my possession.

Q. How was it signed? A. First with the initials A. D. A. in the handwriting of Gen. Andrews, who was then, I think, vice president of the National Asphall Company, and then with the name of Arthur W. Sewell, secretary of the Bermudez Company.

Mr. Thomas knew little further about the payment or how it had been entered in the company's books. When he was told to make the payment he asked for information, and was told merely that the arrangements had been made. He had asked for a written order to protect himself.

STONE & FAIRFAX.

When You Want to Buy Houses

There are two chances to one that you'll find what you want at our offices.

Owners eager to sell and sell quickly naturally seek the best outlet for their offers. With these two offices of ours they have a double chance of inquiry, and as a result those who for one reason or another want to get rid of property list it with us.

> We can direct you to what you want and doubtless give you a bargain.

Our list of houses for sale offers many particularly attractive values right now. The summer season is over. Opportunities for investment and speculation are on the boom for men who make it a study to turn over their money quickly.

There are many cases on hand now where people are absolutely sacrificing houses through us in order to make other uses of their money. You can pick those houses up at snap prices. Consult us about them—at either office.

804-806-808 F St. and 1342 New York Ave.

R. W. Walker & Son.

4 Great Bargains 4 Now Ready for Occupancy. Open for Inspection.

No. 2515 19th St. N.W., Washington Heights. Handsome three-story and basement house. Front of light gray brick and white stone; twelve large rooms-Parlor, Reception Hall, Dining Room, Pantry and Kitchen on first floor-2 large tiled bath roomsbest modern plumbing; hot-water heat; both gas and electric light; handsome combination fixtures. Six open fireplaces, with artistic mantels. Owing to settling an estate this price has been reduced from \$12,500 to \$10,500.

No. 1431 Welling Place, Columbia Heights. Artistic colonial house; three-story and basement-Parlor, Reception Hall, Dining Room, Pantry and Kitchen on first floor; 3 rooms and large tiled bath on second floor; same on third floor. Basement contains heater room, laundry and servant's room. Best modern plumbing, hot-water heat, handsome mantels and gas fixtures; lot 20 by 135 to alley. A great bargain-\$9,750.

No. 1718 21st St. N.W. Three-story and basement house-Parlor, Reception Hall, Dining Room and Kitchen on first floor; four rooms and large tiled bath on second floor; three rooms on third floor; laundry and heater room in basement. Hot-water heat, best modern plumbing. Very handsome, specially designed mantels. Handsomely decorated. This house at less than cost. Price, \$9,750.

No. 1759 Lowell St., Mt. Pleasant. Handsome new colonial house. Three-story and basement-Parlor, Reception Hall, Dining Room, Pantry and Kitchen on first floor; 3 rooms and tiled bath on second floor; two rooms and toilet on third floor. Heater room and laundry in basement. Hot-water heat. Handsomely decorated throughout. Lot 18 by 122 to alley. Price only \$8,500.

The above houses are all in excellent condition, are open for inspection, and can be occupied at once.

They are all positive bargains at the prices quoted.

R. W. Walker & Son. 1006 F Street N. W.

and then a fence was erected and a force of armed men was employed to protect it. Rifles and ammunition were sent from New York. He did not know that any other check had been sent to the lawyers. He left the witness stand without cross-examination. AFTER CONTRACTOR. Commissioner Says He Must Work

Men Only Eight Hours a Day. A dispatch from Albany last night says. Commissioner Sherman of the state depart-

ment of labor holds, in the bulletin of his Letter Carriers May Split. department about to be issued, that under An Indianapolis (Ind.) dispatch last night the terms of an amendment to their consays: The convention of the National tract with the city of New York for the con-Rural Letter Carriers' Association adopted struction of the Jerome Park reservoir Mca motion today to have President Cunning-Donald & Onderdonk, the contractors, ham retain his office one year longer. As a result it is said about ten states may drop out of the association and start a rival organization. should work their employes but eight hours a day. A strike for an eight-hour day was insti-

president of the National Asphali Company, and then with the name of Arthur W. Sewell, secretary of the Bermudez Company.

Mr. Thomas knew little further about the payment or how it had been entered in the company's books. When he was told to make the payment he asked for information, and was told merely that the arrangements had been made. He had asked for a written order to protect himself.

Money for Bevolutionists.

The company, he said, had been under heavy expenses to protect the asphalt lake.

An attempt was made to jump the claim,

•••••••••••••••••••••••••••••••••••

Map showing location of Pinehurst, near Chevy Chas imity to Rock Creek Park.

-You are cordially invited

-- to join the party of

-homeseekers and investors -who will go out Saturday

-afternoon to inspect

Dinehurst

Agent Will Meet You at the Circle. Lots, 3c. to 15c. ft.

Take the Chevy Chase Cars. Our

(Every Fourth Lot Reserved.)

E are very anxious to have everybody in Washington who is in the market for a nice home-site or good real estate investment to inspect the Pinehurst Property before they locate. Ride out tomorrow afternoon on the Chevy Chase cars and get off at the Circle—one of our agents

will be on hand to meet you and conduct you to the property.

You are under no obligation to buy-you will not be urged to buy

-all we ask is that you look at the property for yourself and use your own judgment as to whether or not you will invest. The property speaks for itself. It is one of the most beautiful and desirable spots in the Chevy Chase section, and the ground lies so prettily as to afford a series of natural building sites which will do away with the expense of grading. Almost every lot has good shade—beautiful hardwood trees, some of them nearly a century old. On one side is the picturesque Chevy Chase section, on the other the famous Rock Creek Park, which is one of the most beautiful reservations in the world

beautiful reservations in the world. You could not locate in any section where the surroundings would be more conducive to the pleasures of home life. Viewed from the standpoint of the investor Pinehurst is undoubtedly the best realty proposition in the District. Choice lots are offered at 3c. to 15c. a foot (about half the prices asked for

This is the bedrock valuation of the ground and gives the investor a good margin for realizing quick profits.

We have reserved every fourth lot in the subdivision, because we know they will sell for much more in the very near future than we are now asking.

Lots from 10,000 feet to half an acre at 3c. to 15c. a foot (every fourth lot

Terms for all lots under \$1,000-\$50 cash and monthly payments of \$10 until \$200 is paid. Then balance \$10 monthly at the very low rate of 3% interest. For lots at \$1,000 and over, same terms as above, except that monthly pay-The matter of financing for building can be easily arranged through us

on the most advantageous conditions.

Go out to see the property tomorrow afternoon. Our agent will meet you at Chevy Chase Circle—or call at our office and let us make an engagement with you to visit Pine-

JOHN A. MASSIE, With the McLachlen Real Estate and Loan Co.,

Branch Office at Pinehurst.

Rent saved is rent earned;

Rent spent is

Mr. and Mrs. Homemaker, consider this. We will sell you one of our homes for \$5 a month more than actual rent. Think what this means. By paying \$720 more than rent—under our terms—you pay off a debt of \$3,650, including all interest.

Do you realize how much money you squander in rent? Can you afford it? OUR TERMS are unlike other methods and have proved successful to 500 home buyers.

These new homes are the kind so many people have been looking for. Six BIG rooms; seven big closets; no WASTE space; every modern comfort; and a lot that is a small farm—over SEVENTEEN by ONE HUNDRED and PRICE, \$4,250.

\$600 cash, and payments of \$32.50, which includes ALL interest. 112 to 128 ADAMS ST. N.W.

Open Until Dark, One square north of First and W. No side streets in this section. All streets north of W are named alphabetically. Middaugh and Shannon, Inc.,

OWNERS.

"No place like home; no homes like ours."
Office, First and Bryant N.W.

FOR SALE.

HOME OR INVESTMENT KNOWN-AS THE MITCHELL ESTATE.

GEORGETOWN REAL ESTATE.

No. 3234 N st.; 8 rooms and bath; large yard. Price, \$3,700. Only need \$1,200 cash—balance can stand at 5%. Rents for \$25.50. An unusual chance to secure a fine piece of property very cheap. Lot contains 5,250 sq. ft. Unimproved ground sold near this property for \$1,04 sq. ft. Only requires a little figuring to see how cheap this property really is. Investigate this offer.

Trial of the Rhode Island. The trial of the battleship Rhode Island, now building by the Fore River Company of Quincy, Mass., will take place October 31 over the Cape Ann course, a four hours' sea run, and with her 19,000 horse power the 15,000-ton ship is expected to make about twenty knots per hour.

POTOMAC RIVER BOATS.

E. S. RANDALL POTOMAC RIVER LINE.

Str. HARRY RANDALL, Mondays and Wednesdays at 4:00 p.m. and Saturday at 7 a.m. for Colonial Beach, Colton's, Bushwood, Rock Point, Curriomen, Nomini and intermediate landings on river. On Monday's and Wednesday's trips landings in Lower Machodoc are made in addition to regular schedule.

Maryland, Delaware and Virginia

Railway Company. On and after September 8 steamers will leave 7th st. wharf every Sunday, Tuesday and Thursday at 4 p.m. for Baltimore and river landings, arriving in Baltimore early Tuesday, Thursday and Saturday morning. Returning leave Baltimore, Pier No. 9, Light st., every Tuesday, Thursday and Saturday at 5 p.m. arriving in Washington early Thursday, Saturday and Monday morning.

All river freight must be prepaid.

Accommodation for passengers unsurpassed.

T. MURDOCH, STEPHENSON & BRO.,

G. P. Agent.

Sel-tf.25 Telephone Main 76.